

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

1900.46A

4/21/95

SUBJ: TRAFFIC MANAGEMENT CONTINGENCY PLAN

1. PURPOSE. This order delegates responsibility in the event the Air Traffic Control System Command Center (**ATCSCC**) is unable to operate the Traffic Management System. This order supplements the current edition of Order 1900.1, Federal Aviation Administration (FAA) Emergency Operations Plan.

2. DISTRIBUTION. This order is distributed to branch level in Washington and **regional** air traffic offices; the Emergency Operations Staff, Operations Center, and all air traffic field facilities.

3. CANCELLATION. Order 1900.46, Traffic Management Contingency Plan, dated June 15, 1990, is canceled.

4. BACKGROUND. The **ATCSCC**, **ATM-200**, has the responsibility to provide direction and control over the flow of air traffic throughout the National Airspace System (**NAS**). In the event the **ATCSCC** is unable to operate, alternate facilities shall provide for the national traffic management requirement on a contingency basis.

5. RESPONSIBILITY.

a. The decision to implement this plan is vested with the Program Manager, Air Traffic Control System Command Center, **ATM-200**, or the National Operations Manager on duty in the **ATCSCC**.

b. The alternate facilities are **responsible** for providing national traffic management in accordance with the latest editions of Order 7210.3, Facility Operation and Administration, Part 5, Traffic Management System, and Order 7110.65, Air Traffic Control, Chapter 11, Traffic Management Procedures, to the air traffic control facilities specified in paragraph 5c. National ground delay programs are excluded from this responsibility. Alternate facilities should **utilize miles-in-trail** restrictions and/or traffic stops in lieu of ground delay programs. National traffic management responsibilities shall remain with the designated alternate facilities until the **ATCSCC** is able to resume operations.

c. Traffic Management Units (TMU) at the following air route traffic control centers are designated as alternate facilities: New York Center (ZNY), Jacksonville Center (ZJX), Kansas City Center (ZKC), and Oakland Center (ZOA). Distribution of national traffic management responsibility is as follows:

(1) ZNY TMU shall provide national traffic management for ZNY, Boston Center (ZBW), Cleveland Center (ZOB), and Washington Center (ZDC).

(2) ZJX TMU shall provide national traffic management for ZJX, Miami Center (ZMA), Atlanta Center (ZTL), and Houston Center (ZHU).

(3) ZKC TMU shall provide national traffic management for ZKC, Minneapolis Center (ZMP), Chicago Center (ZAU), Denver Center (ZDV), Indianapolis Center (ZID), Fort Worth Center (ZFW), Albuquerque Center (ZAB), and Memphis Center (ZME).

(4) ZOA TMU shall provide national traffic management for ZOA, Seattle Center (ZSE), Salt Lake City Center (ZLC), Los Angeles Center (ZLA), and Anchorage Center (ZAN).

6. PROCEDURES.

a. If an emergency situation is foreseeable, the ATCSCC shall advise its alternate facilities, the Office of Air Traffic System Management, and the headquarters Operations Center of the nature of the impending emergency and actions to be taken. The ATCSCC shall then advise other facilities, users, etc. as appropriate via the communications circuits in the command center. As a minimum, the following information shall be provided:

(1) Nature of emergency.

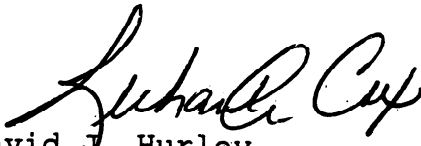
(2) Alignment of responsibility.

(3) Time of transfer of responsibilities.

b. If the emergency situation is sudden, facilities shall be advised by any communication media available. Coordination with the four alternate facilities (ZNY-ZJX-ZKC-ZOA TMU's) shall be accomplished as quickly as possible.

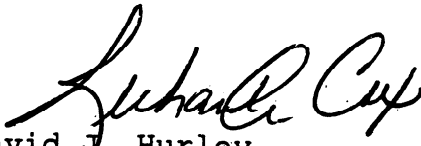
c. The ATCSCC shall relocate to the Emergency Operations Facility if it is determined that the contingency will continue for an extended period of time. The ATCSCC shall coordinate prior to resuming national traffic management.

7 POLICY. The provisions of this plan are not limited to the actions outlined herein. Emergency circumstances shall determine what specific exigency actions are necessary. In all situations, the exercise of good judgment is expected.



David J. Hurley
Program Director for Air Traffic
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